

rocker shaft 11 also has a supply passage 13 which supplies hydraulic fluid to an exhaust rocker arm 100 and an intake rocker arm 200. A valve 30 is located on the common rocker shaft 11, as shown in Fig. [5] 6. The valve 30 is preferably a normally open solenoid valve, as shown in Fig. 6. It, however, is contemplated by the inventors of the present invention that other suitable valves may be substituted and are considered to be within the scope of the present invention. The valve 30 includes a connector assembly 31 for electrically connecting the valve 30 to a vehicle voltage source[, not shown]. The valve 30 when in an open position permits the flow of hydraulic fluid from passage 12 to supply passage 13. The rocker arms 100, 200 and 300 correspond to a cam shaft 20 having three spaced cam lobes 21, 22, and 23. Exhaust cam lobe 21 corresponds to an exhaust rocker arm 100, as shown in Fig. 7. Intake cam lobe 22 corresponds to an intake rocker arm 200, as shown in Fig. 11. Brake cam lobe 23 corresponds to a brake rocker arm 300, as shown in Fig. 14. The exhaust cam lobe 21 and the intake cam lobe 22 are oriented and timed to effect normal valve operation, as in a typical four-stroke internal combustion engine, of the type known in the prior art.

Replace the paragraph beginning at column 15, line 37 with the following:

Fig. 3 depicts the exhaust valve opening and remaining open for optimum engine braking. As shown in Fig. 3, the motion begins [at the] before the TDC of the first compression stroke. Additionally, the extended plateaus shown during which the exhaust valve remains open but with a reduced valve opening, permits drawing exhaust